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CALL FOR INCREASED EFFICIENCY IN RUMANIAN TRANSPORTATION

[Comment: To increase efficiency and decrease expenses in transportation, the CFR (Rumanian Railroads) and Auto-Transport (a trucking enterprise) introduced the Soviet Klavdia Baranovskaia method for cutting expenses and fuel consumption. Criticism was leveled against inefficient depots and poor maintenance and repair shops. Special measures were taken to prepare freight cars for grain transport.]

Numbers in parentheses refer to appended sources.]

Locomotive crews throughout Rumania have applied the Klavdia Baranovskaia Financial Plan of the Locomotive. Between 1 and 10 June, the method was extended to 36 railroad depots and was used by 435 crews on 220 locomotives. In Cluj Regiune, it was applied by 103 locomotive engineers and firemen. In Bucharest Regiune, 99 crews use the method, and at the CFR depot in Sibiu, 44 crews on 22 locomotives made use of it. From 1 April to 10 June, 435 crews saved 95,891 lei. Depots in Timisoara, Petrosani, Timis-Triaj, Bucharest-Calatori, Sighisoara, and other areas adopted the Klavdia Baranovskaia method.(1)

Workers of the CFR depot Formarea Trenurilor (Assembly Depot) met at the beginning of June to discuss application of the plan.(2) The plan was introduced at the CFR depot in Cluj by Engineer Mihai Erczey.(3) By 11 July, 39 crews were using it on freight and passenger trains.(4) Savings during the first 10 days of June totaled 17,600 lei.(1) By the end of June, engineers and firemen at Cluj had saved fuel and oil worth 61,387 lei.(5) Engineers Constantin Stancy and Mihai Andreias introduced the plan in Sibiu.(6) By 10 July 1950, crews on 25 locomotives were using it. Their saving in conventional fuel from 1 April to 10 July rose to more than 161,000 lei. Labor productivity rose 6.42 percent, and the cost per ton-kilometer of transportation declined 16 percent.(7)

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The Ministry of Transportation and the Federation of Transport and Communications Unions organized a conference on 28 June with leading production workers of railroad shops under the Directorate General of Railroad Transportation. Among the participants were leading workers Ion Panaite, a metal worker of the railroad repair shop of the Bucharest classification yard; Dumitru Costache, metal worker of the Socola railroad repair shop in Iasi; Dumitru Toduroache, automatic brake repairman at the Timis classification yard; and Ecaterina Toma, who greases railroad cars at Cluj. The conference discussed the new method.(8)

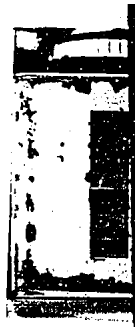
At another conference, railroad personnel was encouraged to apply the Klavdia Baranovskaia method. As a result of the conference, 10 brigades began its use at the CFR depot in Arad. Leaders in the movement were engineers Stefan Szedfu, Emil Dobre, Cornel Faur, and Ion Mihu. In the first days of using the new method, Stefan Szedfu saved 323 lei and Emil Dobre, 292. After 10 days, the brigade of Ion Mihu saved 1,667 lei, and all 10 brigades saved a total of 9,548 lei.(9) At Bristrita, Engineer Dumitru Purcil conserved 20 tons of conventional fuel, valued at more than 3,000 lei, within a short time. Thirteen other engineers of the depot saved fuel valued at 11,200 lei.(10)

At Oradea, 14 crews applied the method on seven locomotives, saving 38,388 lei in fuel and materials by 16 July.(11) Engineers in two general repair shops in Timisoara used the method successfully. Engineers Achim Sosdeanu and Efta Becheru, for example, formed a UTM (Union of Working Youth) brigade to operate locomotive No 230,125. They exceeded the planned passenger run by 1,517 kilometers. Aided by firemen Dumitru Gui and Stefan Chirita, they achieved savings of 79.6 tons of conventional fuel. Ten other engineers of Timisoara saved 156,300 lei by reducing the use of conventional fuel and by prolonging the runs of locomotives.(12) The plan was soon extended to 157 locomotive crews under the Regional Directorate of Railroad Transportation of Timisoara. In June, these teams saved a total of 287,312 lei. Particular successes were achieved by depots in Timisoara, Simeria, Lugoj, Caransebes (13), and the Timis classification yard.(14)

At the CFR depot in Pescani, the crew working on locomotive No 50,514 saved 3,826 lei by using the Klavdia Baranovskaia method. The crew of locomotive No 50,751 saved 3,136 lei and that of locomotive No 230,180 saved 3,258 lei.(15) At the CFR depot in Ploesti, the Gheorghe Gheorghiu-Dej and Vasile Roaita youth brigades were confirmed as Stakhanovite brigades. They saved 6,000 lei each.(16) At Arad, 10 brigades saved 9,548 lei.(17) [Industrial] locomotive engineers of Turda were the first in the construction industries to apply the method. They saved 50 percent of planned expenses by conserving fuel.(11) The Grivita Rosie locomotive works also adopted the new method.(18)

In Braila, drivers in local units of Auto-Transport applied the Klavdia Baranovskaia method. By the economical use of fuel and proper maintenance of machines they saved 1,721 lei in June and fulfilled the tonnage plan 115 percent. (11) Stakhanovite Vasile Mocanu addressed workers of Auto-Transport of Cluj on the use of the new method. As a result, drivers pledged its use, and the administration of the enterprise took organizational steps to support it.(19)

In the CFR depot in Satu-Mare, the economy brigade lead by Serban Bogdan and Constanti Hutu, outstanding locomotive engineers, applied the Soviet Lunin and Papvin methods. They succeeded in surpassing the assigned tonnage and, at the same time, conserved 31 tons of conventional fuel and 66 kilograms of petroleum on locomotive No 342,091. Engineers Vasile Buzila and Emeric Bodony, together with firemen Mihai Touth and Gheorghe Frimer, conserved 13.3 tons of fuel and 11 kilograms of oil, as well as 3 kilograms of special oil. At the same time, they exceeded the travel schedule on an average of 7.9 percent. The economy brigade of locomotive No 764,059 under Engineer Mihai Lebaci reduced the consumption of fuel 28 percent. Engineers in Satu-Mare achieved economies in fuel and oil totaling more than 30,000 lei.(20)



An /additional/ method for increasing the efficiency of automotive transport was the 100,000-driver movement. Drivers, such as Simion Moraru of Auto-Transport, Cluj, drove their vehicles 100,000 kilometers without major repair, thus conserving significant amounts of fuel and rubber.(21) The number of 100,000-drivers is increasing. At Auto-Transport, Braila, numerous drivers passed this mark without repair of their vehicles. In addition, the collective of the depot collected 200 kilograms of used oil to be regenerated and reconditioned. Bearings and generators worth 2,096 lei were reconditioned.(22)

The CFR /too/ is sponsoring a drive to cut repairs. The CFR depot at Simeria held a competition to see which crew could travel the greatest distance carrying the greatest tonnage without repair. As part of this competition, engineers Gheorghe Roth and Ion Anghel, saved enough fuel to make ten extra runs between Simeria to Coslariu. By 20 June, Engineer Nicolae Popa had saved 2,245 lei and Engineer Pavel Bola, 1,723 lei.(23) At the CFR depot in Teius, some crews eliminated repairs entirely during June 1952. Operators of locomotives No 230,071, No 230,200, and No 230,285 extended runs between repairs 18.21 percent. At the same time, a campaign to cut the use of conventional fuel saved 38,190 lei. Workers and technicians of the Petrosani CFR repair shop succeeded in carrying out high quality repairs and reducing costs one percent by the use of Soviet methods.(ie, Car section II-a of the assembly hall of CFR, Timisoara, pledged completion of at least 18 passenger cars, with a reduction of 2 percent in costs during June.(24)

"No Hotboxes, and No Trains With Defective Brakes" was the slogan of the car repair service of the General Directorate of Railroad Transportation. A competition was organized by transport and communications unions to improve their work. As a result of the application of Soviet methods on a large scale, the traffic increased and the weight carried per axle grew. However, maintenance did not keep pace with this advance. The repair and maintenance of freight cars, particularly in regard to lubrication was unsatisfactory. Twenty-two percent of car breakdown occured because axles were not lubricated and 13 percent, because of the lack of over-all lubrication. These figures show the necessity for better organization of repair work and especially for the intensification of efforts for the reduction of hotboxes. The repair and lubrication schedule must undergo scientific investigation, and new norms must be established.

New maintenance and repair personnel must be trained. Experience has shown that women can do railroad repair work well and can help fill the need. It is necessary to get rid of the old bourgeois idea that women are incompetent in this field.

A new and more practical system of assignment and distribution of work must be found. There has been a failure to fulfill norms, and insufficient concern has been shown for the repair and maintenance of trains in transit. At many lubrication centers, there is a tendency to economize in the use of lubricants and materials, especially on journal boxes, so as to win prizes for the conservation of materials. This procedure must be condemned as criminal neglect of public property in the light of data discovered by the Ministry of Transportation.

In preparation for the transport of grain, each car must be caulked so that not a single grain is lost. As many cars as possible must be repaired in transit, without being detached. Brakes must be repaired according to fixed standards and lubrication must be performed according to prescribed plans and norms.(25)

The Ministry of Transportation is responsible for the preparation of freight cars for harvest transport. Voluntary correspondents writing to Scanteia have shown that railroad repair depots have carried out this task well. The CFR repair depot of Marasesti, for example, prepared 121 cars by 26 June. No empty car remained at the depot. In contrast, the CFR depot at Nicolina prepared 200

shutters /oblon, door guards?/ as planned but required too much time, because 7-millimeter rivets were lacking. These were ordered from the Chitila materials depot, but the wrong ones were sent. Repair teams of the Ploesti classification yard were forced to wait for cars. For example, on 27 June six cars were brought 6 hours late. Some cars were never brought to the yards for repair.(24)

The CFR depot in Pitesti carried on an intensive campaign to prepare cars for agricultural transport.(26) For example, the CFR shop at Galati repaired cars so that no grain would be lost in transit. The shop ordered special sliding doors and these were being manufactured.(27) Workers of section II-a, CFR, Simeria, sent 39 cars prepared for harvest transport to Coslariu and Ilia.(23)

A. Moisi, CFR regional director in Bucharest reported that the fulfillment of the third and fourth quarter plans was in progress. Favorable conditions had been created by Decreee No 57 of the Council of Ministers, issued on 21 January 1952, providing for planning of transport operations. In 1951, railroad transportation registered significant gains in the introduction of new methods and in the teaching of Soviet railroad techniques to individual units. These Soviet techniques included the Osipov, Krasnov-Kodzhugari, Katayev, Lunin, and Danielenko methods. He declared that internal reserves were not sufficiently used in 1951; however our improvement in this situation was planned for 1952.

Moisi further stated that the full transport capacity of Rumanian railroads was not used. The efforts of railroads alone were not sufficient. The aid of transport enterprises was also needed. The 1952 plan called for expanded transport and the elimination of the false orientation of some railroad enterprises. However, he continued difficulties still arose in 1952. Enterprises kept cars too long because of poor organization of loading and unloading and because of disregard for time schedules. Because of this, a number of enterprises in Bucharest Regiune disrupted the transport plan and thus caused difficulties for themselves. In May 1952 alone, 3,544 car-days were lost by the Bucharest Regiune CFR and 1,139 cars immobilized because of failure to load and unload on time. A typical case is that of the Medgidia cement plant which kept 60 cars idle for 841 hours waiting for loads and 460 cars for 10,000 hours waiting for unloading in May 1952. In some cases, Moisi added, enterprises arbitrarily changed their work plans after the arrival of a shipment, even though the cars had come a long way. Thus, in May 1952, a number of MTS in Bucharest Regiune rescheduled work after the arrival of cars and thus caused 87 cases of delay. Competrol, for example, delayed 31 cars, another enterprise, 44.

Moisi further stated that one special type of error was the failure of enterprises to conform to Decree No 57 in regard to the method of transport planning. Disruptions of the transport plan casued by the various types of delays may result in fines of 1.25-7.5 lei per ton and this has a serious effect on production costs. In many cases enterprises neglected to compute expenses necessary for the maintenance of sidings and storage tracks. This endangered locomotives as well as freight. Moisi concluded by saying that in the second quarter of 1951 and in the first 5 months of 1952, for example, it was necessary to close a number of storage tracks in Bucharest Regiune for lack of maintenance.(28)

The routing of trains was improved as a result of the use of Soviet methods introduced in fall 1951. The Dej Railroad exploitation Service alone saved 20,108 car hours. In 27 days of June 1952, the unit formed 12 percent more trains than planned and overfulfilled by 140 percent the number of routings planned. The collectives of workers and technicians at Rodna Veche and Leordina were especially successful because of close contact with clients.(5)

The training of transportation personnel is undertaken by the Institute of Transport in Bucharest. This institute teachers transport mechanics, telecommunications, transport planning, physics, and electrodynamics. In addition,

there are special courses in forestry exploitation, construction, and train traffic.(29) Training of specialized personnel has been begun at Flamura Rosie in Arad. Engineer Vasile Florea of the car foundry volunteered to train workers. Engineer Iercan Toader Volunteered to teach smelting. Subengineer Emil Macean pledged that he would train workers in the spring section.(30)

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